Amusemente and Meetings.

ACADEMY OF MUSIC.—Italian Opera: "Alda." Sig. Campanini. BARNUM'S GREAT Show.—At 2 and at 8: "The Heroes of "76." The Rink. Day and night.

BOOTH'S THEATER.—At 1:30 and at 8: "Kit." F. 8. Chanfrau.

BROADWAY THEATER.-At 1:30 and at 8: "The Woman in

BAIN HALL.-The Pilgrim. FIFTH AVENUE THEATER .- At 1:30 and at 8: "The Parri-GRAND OPERA HOUSE.-At 1:30 and at 8: "Humpty

Dumpty Abroad." G. L. Fox.

Ninlo's Garden.—At 1:30 and at 8: "The Children in
the Wood." The Vokes Family. OLYMPIC THEATER.-At 2 and at 8: "Gabriel Grub." RORINSON HALL.-At 2 and at 8: Prof. Hartz. Magic and Indian Box Trick. STEINWAY HALL .- Concert. Theodore Thomas

SEVENTH REGIMENT ARMORY.—Promenade Concert. TWENTY-THIRD REGIMENT ARMORY .- Concert. Gilmore.

TONY PASTOR'S OPERA HOUSE.—At 2 and at 8: Varieties. UNION SQUARE THEATER.—At 1:30 and at 8: "Led Astray." WALLACR'S THEATER.-At 1:30 and at 8: "A Man of Honor." Lester Wallack.

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New-York Daily Tribune.

FOUNDED BY HORACE GREELEY.

SATURDAY, DECEMBER 27, 1873.

TRIPLE SHEET

The proceedings against the Virginius are to take place in the Eastern District of New-York. Caleb Cush ing is likely to be appointed Envoy of the United States to Spain. A correspondent of The Tribune da appeared on the way from Santiago de Cuba to Mansanillo. The steamer Gipsy Queen was wrecked on the Tyne; eighteen persons lost their lives. == The troops under Moriones, in San Sebastian, Spain, embarked at that port for Santona. A band of Carlists has been defeated. == The Emperor William is much better.

Commissioner Douglass announces that the Internal duced nearly \$4,000,000 by the panic. ____ Jay Cooke 's said to retain all his original confidence in the Northern Pacific Railway project. —— An extensive strike of engineers has occurred on the railroads between Pittsburgh, St. Louis and Chicago. —— The hotel at Turner's Statiou, on the Eric Railroad, was burned last night.

Judgments were filed against the bondsmen of John D. Weich, ir., George S. Miller, John J. Walsh, Thomas Coman, Michael Norton, and Henry W. Genet. Gene was vaguely reported to have been seen on the Erie Railway. —— The bookkeeper of E. Bradley & Co. confessed that he had burned one of their cash-books and attempted to conceal important records. - Th Tammany Committee claimed to have collected evidence of attempts to count out their candidates and of that foreign capital invested in banking was tarable here. ___ A man who was supposed to have set fire to a stable was arrested. ___ Gold, 1091. 1091. 1101 Thermometer, 34°, 35°, 34°.

Some useful hints to the managers of the Centennial Exhibition at Philadelphia are given in a letter printed on the third page of THE TRIBUNE. Baron Schwarz-Senborn bas gained a world-wide reputation by his management of the Vienna Exposition. He was the autoceat of that great enterprise, and his controlling mind made itself everywhere felt. His views, therefore, will have a peculiar value; and, at this time, the sensible suggestions and solid information which he has communicated to our correspondent deserve the careful consideration which we invite for

We published yesterday a brief review of the progress of astronomy in 1873, written by Prof. Daniel Kirkwood of Bloomington, Ind. This subject has special interest at the present time, when we are about to have the story of the heavens unfolded from the eloquent lips of Mr. Proctor. But what we have most to commend in the letter of Prof. Kirkwood is its simplicity, and the workmanlike way in which the story is told. We refer to it as a model of compactness, which we recommend not only as regards scientific correspondence, but for all who have news to tell in any de-

We publish this morning interesting and had next to nothing to do with istopping the extended account of the present condition of panic. The panic was stopped by the banks. only a second-rate-foreign mission. It is the affairs of the great house of Jay Cooke & What a merchant needs to be assured of is said that he has made a direct proposition to Co. in bankruptcy. The wide reputation of not that the currency is being inflated the authorities at Washington to that effect. the firm, the extent of its operations, and the by the Secretary of the Treasury, but Nothing could be more moderate or more of the telegraphs. The aid given to the tele- masters 37 quartermasters, and 1 private.

peculiar magnitude of some of its enter- that the bank to which he is accusprises give the report a special popular value. It will be observed that the head of the house, in conversation with a TRIBUNE correspondent, exhibits the most cheerful confidence in the final success of the schemes in which he has been engaged. Possibly, in this sanguine temperament may be found some of the causes of present embarrassments.

The great interest that has been excited in the natural wonders of the Yellowstone region since the area which contains the geysers has been set apart as a National Park, has rendered the development of easy means of access to it exceedingly desirable. On the third page we give an account of a new route discovered by the Exploring Expedition under Capt. Jones, and a map of the surrounding country. The narrative is one of difficulty and adventure, terminating in great success, whereby the route to the Park will be shortened for tourists from the East by something like four hundred miles. Good scientific results were also obtained by the Expedition, and the description of wild and romantic scenery will bring its pictures vividly before

Comparisons are odious; and the friends of the gentleman who made a small fortune in postage stamps at Albany will protest against his being likened to the Washington officials. Investigations show that the subordinates follow the example of their superiors, and line their pockets with all sorts of perquisites. Just now the matter of free rides is most canvassed, the item of carriages and horses having come up into great prominence. That street-car tickets should also be demanded in great quantity seems natural enough when we consider that an aristocratic love of ease has been developed in the public service. These small items appear very insignificant to the officials, doubtless, but they amount to a considerable sum in the annual account. It is high time they were examined.

Southern politics still bear the appearance of utter complication. In Virginia, perhaps, there is less chaos than in most of the Southern States; but the letter published on the second page of THE TRIBUNE, to-day, shows that the contest for the United States Senatorship in that State is bringing to the surface a great number of antagonistic elements. Possibly these may be eventually quieted; but they now present a very much troubled appearance. In Texas, however, things are much more hopeless. We commend to the student in American politics the statement of the case as made in our correspondence. There is apparently an irrepressible conflict between the Constitution and the election laws. This precipitates a contest between the ins and the outs, which, like similar disagreements, seems tikely to lead to infinite confusion.

We regret being unable as yet to pronounce unfounded the alarm expressed in yesterday's Key West and to-day's Havana dispatches concerning the safety of Mr. Ralph Keeler, one of The Tribune's special correspondents lately dispatched to Cuba. Consul-General Hall, in . answer to an inquiry, telegraphed yesterday afternoon from Havana to the Editor of THE TRIBUNE: "Have been awaiting further particulars before telegraphing you; but have received nothing except the fact that he was missing on arrival of steamer at Manzanillo Authorities at Manzanillo bave his effects and will send them to me." Our correspondent in Havana telegraphs to the same purport; and is now making vigorous inquiries. We still have some faint hope that the disappearance may be presently explained and the Havana supposition of death by drowning be pleasantly dispelled by Mr. Keeler himself. He is an old traveler, familiar with Spanish, as with half-a-dozen other languages, accustomed to roughing it in nearly all parts of the habitable globe, and likely, we should say, to take care of himself, and not lose his head, in the presence of danger. He is pleasantly known to the literary world by contributions to The Atlantic, and by the remarkable book of autobiography and travel, 'Vagabond Adventures."

FINANCIAL QUACKERY.

Few sensible persons are deceived by the professions of President Grant, Secretary Richardson, and Senator Morton in favor of a return to specie payments. We do not mean to attribute dissimulation to all the distinguished personages we have mentioned. It is often the case that the sheer absence of wit passes for profound cunning. Nothing the globe. Where there is no credit given or looks deeper than a dried-up well. But whatever be their comprehension of the principles involved, we should as soon expect the leaves of the forest to pass for money and move the crops as expect paper to become equal to gold under the auspices of Messrs. Morton, a stupendous development as to become the Grant, and Richardson.

We find Mr. Morton's defense of the inflation now in progress reported at length in The Congressional Record of the 20th inst. Mr. Morton seems to rely for the defense of the illegal issue of the \$44,000,000 chiefly upon a general proposition which he lays down, that the true relief for a panic, to bring about a restoration of confidence, has been by making additions to the currency." He qualifies this remark by adding the words at the time, but he subsequently entirely loses sight of this qualification. It is clear enough that the manufacture and issue of millions of unlawful, unconstitutional paper money two or three months after a crisis has culminated, cannot be justified by a plea that the act was done to sustain mercantile credit at the time the crisis was first observed to be imminent. Then, too, there is a great difference between the issue of additional circulating notes by a bank to sustain commercial credit, and the further inflation of a currency of assignats by a Government to make good a deficiency in its revenues. The bank is fully aware that it has its own credit to sustain. It will accordingly take advantage of the first opportunity to withdraw the excess f paper. Again, the bank lends directly to the mercantile community. The Government. on the contrary, unless it turns itself into a discount establishment, has no control over the destination of its money. It is quite as likely to provide persons with cash whose interest it is to have the panic proceed, that they may use their cash to the greatest advantage, as it is to put its money into the hands of merchants and manufacturers. It is almost universally admitted that Secretary tion, asking only as a condition of the resig-Richardson's \$14,000,000, paid out for bends, nation that the President appoint him to a

tomed to look for accommodation will not desert him. What satisfaction does it give him to know that the friends of the Government have their pockets full of money and are buying stocks and selling gold, as happened in 1972, while he must get along without funds or pay eighteen per cent discount they must speedily come to an end. Trade is immortal. It cannot be utterly and finally destroyed. In the natural course of things trade and credit begin to recover from the hour the panic begins to subside, This recovery of trade and credit it is absurd to ascribe to any and every ridiculous act which preceded or accompanied the natural reaction.

Time and space forbid that we should no-

tice all Mr. iMorton's errors of cotemporary

and historical fact. It is a great mistake,

however, to say that the Bank of England

required from 1797 to 1831 to prepare for the resumption of specie payments. Before the close of the eighteenth century the managers of the Bank were ready and willing to resume the payment of their notes ip specie. Resumption, however, was pre- tion of Judge Sherman of Ohio offers no State. The truth was, that having once no speculation in it. He simply went out. obtained possession of arbitrary power over the money of Great Britain, he' was, like the present Administration, unwilling to surrender it. Again, in 1816, after the close of the career of Napoleon, the Bank had an opportunity to bring its notes to the value of parin gold, but failed to grasp it. It was an opportunity much resembling that which we sacrificed at the close of our own war, and that other which we are sacrificing at this very moment. We refer to a favorable turn in foreign commerce. Look at the facts. No sooner was it ascertained last Summer that our exports had a tendency to increase and our imports to diminish than the whole force of the National Treasury was employed to deprive gold of part of its value, the necessary effect of which operation is to encourage importation, discourage exportation, and keep gold from entering the country. The thing to do, since we had had the panie, and had suffered its necessary accompaniment, a shrinkage in general prices, was to contract the paper circulation, prevent prices from rising, preserve the balance of payments in our favor, discourage speculations, and so retain our gold in the country and secure the ground we had gained. We assume that the restoration of the specie standard is both just and advantageous, and we maintain, moreover, that stable resumption cannot be consummated without a sacrifice. The man who delays the payment of his debts until he can make his fortune by his dishonesty will be shunned by respectable merchants. The opponents of inflation who are waiting until they can increase at the same time the real value of the paper dollar and the nominal value of their property are either fools or pretenders. We are quite as much alive to the evil consequences to individuals, especially those loaded down with debt, of the restoration of the specie standard as Mr. Morton can be. But when we compare those evils with the evils which are involved in perpetual inflation, with its uncertainties and never-ending injustice, we cannot hesitate which to choose. Inflation is a stream which has no other side, save universal bankruptcy. The farther we advance into its dangerous eddies the nearer we approach to insolvency if we keep on, and the greater distance we have to retrace if we turn back. There is no escape from one or the other of these alternatives. How very superficial is Mr. Morton's ac-

quaintance with the science of credit and commerce may be seen from the view he takes of panies. They are, in his opinion, simply accidents," "the result of events that nobody can foresee." As much may not be mown about panies to take them out of the category of accidents. There is a differbetween a stable, honest currency like that of England and a circulalation of promises to pay like our own. In the thirty years from 1814 to 1844. England had a currency almost as much inferior to her present money as our own destructions of credit, by general misery among the lower classes of the people, and by fitful advances in prosperity, resulting in little real progress. In considering the progress of England since 1814, we must not forget that the credit system has obtained a development there without a parallel in any other country on taken there can be no panic. Since the Bank Act of 1844 was passed, now nearly thirty years ago, there have been but three English panics, and the wealth, the commerce, and the manufactures of the island have obtained such wonder of the world. We are not here ascribing this great advancement exclusively to a currency which has never told a falsehoodwe speak of the times since 1844-but we do mean to say that, were it not for the worldwide respect which all nations have for the notes of the Bank of England, the foreign commerce of all countries would not be adjusted, as it is now, by bills of exchange drawn

on London. Mr. Morton tells the sinner not to repent and reform while he is smarting from some "accidental" miscarriage of his schemes, because such repentance and reformation will only add to his misery. He knows full well that when things change and the wicked again appear to flourish, there will be no need of the services of such doctors as Morton and Butler to discourage repentance. The natural wit of quacks is perhaps not inferior to that of the regular practitioners, and their versatility is greater; but still, as Gil Blas observes, it somehow happens that their patients die.

"SWAPPING" OFFICES. There may be mean men in office. It would be strange if there were not. Indeed it is recorded that a young man writing from the West to his father in New-England, urged him to come out there for the reason that all kinds of mean men got into office there. But of this kind obviously Judge Durell of Louabout him. It having come to his knowledge that there was a reasonable prespect of his impeachment by the present Congress, he comes forward in his generous, whole-souled way and proposes to save the expense and trouble of a trial by offering his resignasecond-rate-notice the modesty of the Judge,

modest. This is all he asks: simply an appointment to a second-rate foreign mission; and he is willing to take his chances of confirmation by the Senate if the President will system of the country into its paternal hands?

appoint him. Such an exhibition of magnanimity is very rare. It is not too much to say that there is not probably another Judge on the bench of on his paper? It is the law of panies that the United States Court who, with impeachment for drunkenness and malfeasance threatening him, would stand up in this manly and generous fashion and offer out of hand to swap off" a judgeship for a second-rate foreign mission and to take his own chances for confirmation by the Senate. Our history has so far offered no parallel for it, though it must be admitted Judge Delahay of Kansas has not been heard from. The latter's resignation is reported to have been written and to be on the way to Washington, and it is barely possible that he may have made a better offer; but it is not probable. More likely he has simply resigned in expectation of something better. A State that sends Pomeroy and Caldwell to the Senate must have something handsome in store for Delahay. The resignavented by Mr. Pitt for reasons of parallel for this, for the reason that there was Disagreeable people having said that he was in the Washington lobby selling his influence, and having gone so far in their brutal insinuations as to offer to prove it before the Sepate, Judge Sherman simply said, with a great deal of moral dignity, just as Senator Patterson of New-Hampshire had said before him, "If this is the way public men are treated, I'll have none of it," and resigned

Judge Durell's case is different. He has stood by the Administration. He has saved a State. It is through his earnest patriotism that Kellogg is Governor of Louisiana and Pinchback a possible Senator. The Administration is in his debt and he knows it. But just because he gets drunk and leans against the Administration occasionally instead of letting the Administration lean against him, it is proposed to impeach and depose him. The Judge has a living to earn somehow, and it is simply a question with him, under the circumstances, of trading off one office for another. In this view of it who shall say his proposition is not more than fair-that it is not, in fact, exceedingly liberal? The Government owes Judge Dureil a firstclass office for his able and distinguished services. Instead of insisting on that he only asks a second-rate foreign mission. Worse men than he, no doubt, hold first-rate foreign missions now, and to refuse him so small a boon would be the hight of ingratitude. His willingness to take the chances of being confirmed by the Senate is a clear proof of his capacity. He understands that distinguished body thoroughly. He knows that a Senate presided over by Mr. Matt Carpenter, and that has just confirmed Mr. Alexander R. Shepherd, and is only waiting for a pretext to confirm Mr. Williams, will not be likely to make much ado about confirming a Durell for a second-rate foreign mission. He is not certain how he might fare on an impeachment, but he is quite clear that as a candidate for confirmation he need only say to the Senate that he has been vilified and abused, and that he demands to be vindicated. No man goes to the Senate to be vindicated in vain. There was never a legislative body so sensitive to such appeals. It never stops to call for testimony or summon witnesses. Any supporter of the Administration who has been charged with being a drunkard, thief, libertine, or liar has only to present the fact and name his office. The Senate vindicates him without a

question. In the case of Judge Durell there could be no doubt of his confirmation. We are surprised to learn from We hington that some doubt exists as to the acceptance of his proposition by the known about the course of trade and finance Administration. It may be, however, that it he exercised proper vigilance, could have disas might be wished, yet enough certainly is is held in abeyance until the appointment of Judge Williams as Chief-Justice is acted The case, however, though important in on. Durell's chances for the Chief-Justiceship are not so bad the way things are going.

Shall the Government own and manage a system of telegraph lines? There seems to be no logical necessity for renewing the discuslegal tenders are. Those thirty years were sion of this question; but the Postmaster-Genmarked by at least half a dozen great eral has brought it prominently before Congress in his late message; and, notwithstanding their well-known reluctance to examine the subject, Congressmen are bound to have it thrust upon them by the Postmaster-General. That official seems to stand very nearly alone in his opinions concerning the expediency of governmental telegraphy; but he holds to that conviction with a persistence that bears eloquent testimony to his sincerity and zeal. In his report, one year ago, the Postmaster-General urged Congress to build up a system of postal telegraphs, by purchasing some or all of the lines of existing companies; but, he added, in case it should be decided that such an acquisition were considered not expedient, the Government "should "not in anywise enter into competition with "private enterprise." Now, however, Mr. Creswell, in view of the manifest disinclination of Congress to take steps to appraise the property of the Western Union Telegraph Company, recommends that "provision be made by law for the immediate establishment of "the postal telegraph, and for the construc-"tion of all such lines as may be needed." What is this but a "competition with private "enterprise," which the Postmaster-General disapproved last year f

some asperity in the Postmaster-General's report, Mr. Orton, President of the Western Union Telegraph Company, has presented the other side of the case in a letter which we print on our fourth page to-day. It must be acknowledged that the Postmaster-General's positions are most disastrously assailed by Mr. Orton; there is very little left to say for his favorite scheme when it is considered with the vigorous arguments which are made against it. One of the fundamental statements of the few friends of postal telegraphy is that the Government may fairly claim some thing like a proprietary interest in the telegraph system of the country on account of the assistance which it has given the telegraph companies from time to time. It is at once shown that isiana is not one. There is nothing mean this claim is based on very slight grounds compared with the magnitude of the interests proposed to be acquired. Mr. Orton exhibits a statement showing that five Pacific Railroads are represented to be indebted to the United States in the enormous amount of \$64,623,512, furnished in subsidy bonds. The value of the lands granted these companies would swell this sum to hundreds of millions. This might fairly be considered as constituting a right and reason for the Government's taking and managing the railroads, if any could exist in the case

graph companies is a moiety compared with that given to railroads; yet who proposes that the United States shall take the railroad

In his estimates of the value of the telegraph property of the country, the Postmaster-General has always been unfortunate. He seems to have adopted, without much consideration, the crude guesses of one or two persons whose data have repeatedly been shown to be comparatively valueless. Between Mr. Creswell and Mr. Orton there is an irreconcilable difference in figures as well as in opinion, and the latter gentleman, rearranging in their proper order the figures of the Postmaster-General's witnesses, makes the estimate of the total cost of replacing existing telegraph lines about twice as great as the Postmaster-General is willing to admit. As to the relative cost to the public of messages sent by postal or corporation telegraph lines, the two officials are also at variance. Mr. Creswell, in a general way, [points to the European system as one of great popular economy. Mr. Orton points to the limited area of territory covered by any European postal telegraph system and the wide extent of sparsely settled country supplied with telegraphic facilities by our corporations; and he shows that, even with these disadvantages to the American system, the cost is much greater in Europe than here. There is a loss to the Government which operates the line; the loss must be made up by taxation; the tariff of rates, therefore, affords little light on the subject of the relative cost of the different systems. The apparent saving by low charges is merely an illusion.

Some of the points brought out in the controversy between the Postmaster-General and the President of the Western Union Company are purely personal. They were introduced into the discussion by Mr. Creswell, who, in his last report, seemed to forget that the telegraph system of the country is private property; that its owners and managers are simply private citizens, and that their doings, dealings and corporation reports are not strictly subjects for official review so long as no laws are broken and no attempt is made to invade popular rights. This forgetfulness, however, may be safely set down to the single-hearted zeal with which the Postmaster-General has pursued the subject. There is no imminent prospect of any popular indorsement of the postal telegraph scheme. Until the Government better manages the Post-Office and other public business now intrusted to it, there can be no possible excuse for enlarging its duties and responsibilities.

LIABILITY OF VESSELS FOR SMUGGLING. In the United States Circuit Court, yesterday, an important decision was given in the case of the United States against the British steamship Queen, libeled for smuggling. This case was originally brought in the United States District Court, before Judge Blatchford, to recover from the owners of the vessel the penalty for bringing into the port goods not entered upon any manifest. The United States District Court decided that the ship was liable to the penalty, and from this decision, which was virtually a condemnation of the ship for smuggling, appeal was made. And it is now decided by the United States Circuit Court that it is the duty of the master to make a thorough examination of the ship, and see that no dutiable goods, not entered upon the manifest, are on board. It is held that the subordinates might otherwire make the ship a common carrier of dutiable merchandise, not entered upon the manifest, while the captain, who is supposed to act as agent for the owners, would be willfully ignorant of what was being done. Furthermore, it is held that, as the Custom-house officers had no difficulty in finding the goods illegally on board the vessel, the captain, had covered the same.

on board, is not finally concluded. It goes now to the Secretary of the Treasury, who, by some fiction of law, has in these later times been invested with the power of review of the decisions of the highest Courts. That is to say, the Secretary, by exercising the authority given him by an act of Congress, may virtually set aside the decrees of all the courts below by releasing the ships, merchandise, and other property seized and condemned by judicial process. The practice has grown up gradually, so that it is no longer a question apparently whether the Treasury Department will annul the action of the courts by the release of property condemned for plain infractions of the statute. It has become a fixed principle that the decision of the courts is purely technical. Practically, the equities are considered to be with those who have been convicted of plain violation of the law. Judge Blatchford held in this case that the door to smuggling would be opened so wide that the statutes against it would be a dead letter if the master were not held responsible for smuggling carried on on board his vessel. The Judge might have gone further, and said that the law is practically a dead letter already so far as its weightier penalties are concerned. These are never exacted in any case. Few instances of the conviction of any person, or the libeling and condemnation of any ship, for smuggling, are on record in these later years. We venture to say that enforcements of the penalties provided for in the statutes of the United States against smuggling are fewer than in any other case. It is clear that the extreme penalties are not now enforced; per-

Dr. Kenealey, during the Tichborne trial, in the course of his multitudinous fault-finding, com-plained of something really dreadful-that "Mr. Hawkins had endeavored to divert the attention of the jury from the real issue by stale jokes, which were presented to them as new, but which were actually emanations from Joe Miller!" Poor Dr. Kenesley seems to have had a hard time of it before, but "the emanations from Joe Miller" were too much for his equanimity, already sufficiently

haps they cannot be. If they cannot, they

should certainly be expunged, and that

speedily. It seems childish to cumber the

statute books with penal provisions which are

invariably ignored.

All right-minded persons who love to walk dry will be pleased to learn that a thief who stole between thirty and forty umbrellas from the Manchester (Eng.) Exchange has been found guilty, and will expiate his unnatural and unusual crime by suffering an imprisonment in a place in which he will not need an umbrella at all.

The company raised for the conquest of Cuba at Augusta, Ga., was very strongly officered. It consisted of 13 generals, 7 colonels, 4 captains, 19 pay-

A RAILROAD STRUGGLE.

EXTENSIVE STRIKE OF ENGINEERS ON SVESTERN ROADS.

BITTER OPPOSITION TO A REDUCTION OF WAGES-FREIGHT AND PAR ENGER TRAFFIC IMPEDED-RESULTS OF THE STRILE. INT TREEGRAPH TO 3. "IS TRIBUNK!

CINCINNATI, Dec. 26 .- The strike among the railroad engineers, which has develope 1 itself so widely since noon to-day, was, it is claimed, not without warning to the authorities of the Pan Handle Hall, part and its various leased lines. At the time of the reduction in salaries, Dec. 1, a strong protest was sent to the railroad officials from the headquarters of the Brotherhood at Cleveland. This, failing to gain the attention of the railroad managers, was followed by a second, which in addition to its request for a restora tion of the price of labor gave notice of an intention of the engineers to cease work if their request was again disregarded. The heads of the railroad management declined to heed the admonition, and the men carried out their resolve. The order for a strike came from Cleveland, and many of the members of the order, although obeying the mandate, did it with great reluctance and regret that the occasion should arise for this last resort of idiscontented labor in its war against

Accounts from different portions of the country show that the strike has been general over all the Pennsylvania Company's lines, and that serious inconvenience is being caused to business of all kinds by its unfortunate occurrence. Passengers from the East reaching Pittsburgh to-day found their departure westward stopped for the time being by this embargo upon travel, as all roads running west were similarly affected. Columbus is reported well filled with freight and passenger cars with ne outlet to the South or West, although passengers east-ward bound can escape the dead lock by taking other routes than the Pan Handle. At Richmond, Ind., but two trains had arrived since noon.

An attempt will be made to keep the mail trains be tween Columbus and Indianapolis in motion, but all other trains will be withdrawn.

At some points on the road the men ceased work promptly at noon, while at others they carried their trains through to their destination before ceasing their labors. Although the engineers stoutly deny that any violence or threats have been or will be used to deter other men from moving trains. There is good reason for saying that serious attempts have been made engine and four cars from the track in the eastern part of Indianapolis, fortunated Indianapolis, fortunately without injury to any one. One water-tank of an engine on the Indianapolis and Vinceunes road was made the re-ceptacle of a sufficient quantity of washing soda and soap to prevent the engine making steam properly, causing a stoppage between stations. It is possible that these acts may be committed by the firemen, but the engineers must be held responsible for them. One great distress that will arise from the strike will

be the suffering caused to innocent persons, who are powerless to prevent it. The railroad authorities anounce their purpose to wage a bitter war against the strike, and have begun the discharge of employes for whom they have no work. Upwards of 300 men at Logansport have already been paid off and discharged, and if the same course is pursued throughout the entire line upward of ten thousand people must suffer more or less un'il the matter is adjusted. A rumor is in circula-tion along the line of the Toledo, Wabash, and Western Railroad that the engineers on that line will strike at midnight to-night. But up to this hour no confirma tion of the report has been received. Efforts are also making to draw the engineers of the Indianapolis and St. Louis road into the strike. The engineers in Indianapolis, over one hundred in number, held a secret council to-night, the result of which is not yet known. It is likely that this strike will be eagerly watched by both employers and employes of other roads where reductions have occurred, and if it is successful other strikes will surely follow.

COLUMBUS, Dec. 26.-All the engineers on all the lines of the Pittsburgh, Cincinnati, and St. Louis Railroads struck to-day noon to resist a reduction of 10 per cent on wages, and no trains are moving on any division. Several engineers have threatened to shoot any one attempting to run an engine. The railroad authorities have called upon the municipal authorities to assist in preventing mob violence where necessary. RISE AND PROGRESS OF THE STRIKE-INCIDENTS OF

THE CONTEST-ATTITUDE OF THE STRIKERS. [GENERAL PRESS DISPATCH.]

Indianapolis, Dec. 25 .- The engineers on the Pittsburgh, Cincinnati, and St. Louis, the Indianapolis and Vincennes, and the Jefforsonville, Madison, and Indianapolis Railroads struck at noon to-day. All trains leaving their starting points before 12 o'clock were run through on the Indianapolis and Vincennes Railroad. The regular passenger trains went out on schedule time. and the night passenger trains on both the Pittsburgh, Cincinnati, and St. Louis and the Jeffersonville, Madison and Indianapolis roads will go out as usual in charge of engineers not members of the Brotherhood of Engineers There has been no disturbance as yet, and it is not anticipated that the strike will extend to other roads. No trains have arrived on the Pittaburgh, Cincinnati, and itself as settling the point as to whether a St. Louis Railroad since noon. The regular trains leaving Louisville at 2 o'clock p. m. on the Jeffersonville ship is, under any circumstances, liable for the misconduct of the officers or subordinates road came in a few minutes late.

Chicago, Dec. 26.—The engineers and fremen on the Illinois Central, the Great Eastern, the Chicago and North-Western, and the Pittsburgh, Fort Wayne and Chicago Railroads struck at noon to-day, and no trains have gone out over any of these lines to-night. The strike is on account of the recent reduction of wages. It is thought a sufficient number of engineers will t secured without much trouble to put the usual trains on

all the roads perhaps to-morrow.
PITTSSURGE, Dec. 26.—A strike occurred to-day among the locomotive engineers of the Pan Handle, Pittsburg, Fort Wayne and Chicago, Eric and Pittsburgh, and Cleveland and Pitteburgh Railroads, operated by the Pennsylvania Railroad Company. The officers of the Company are making every effort to supply the places of the men, and trajus are expected to depart as usual

CLEVELAND, Dec. 26.—The locomotive engineers on the Cleveland and Pittsburg Railroad struck to-day at poon. The passenger trains were some what delayed, but were all run through. Several freight trains were abandoned. It is reported that there is a misunderstanding among the engineers, and that the strike is without the author-ity of the Brotherhood; also that only 25 or 30 engineers went out, and that these have seked to be reinstated. With the exception of the freight trains abandoned, the trains are running as usual. No trouble is reported on the other roads ou

tering here. CINCINNATI, Dec. 26 .- A general strike of the engineers and firemen on the Pan Haudie Bailroad began here at neon to-day. The strike is against the reduction of 16 per cent in the wages of these employes from the first of the present month. The agents of the company say pre-vious notice of the reduction was given. Since noon two passenger trains, and all the freight trains on the Pan Handle Road, were unable to leave this city. It is re-ported that all the branches of the Pan Handle and ennsylvania Central Roads are affected simultaneously

by this strike.

LATER.—The Pan Handle officers are doing all they can to keep trains running. The railroad shops in th can to freep trains running. The castern part of the city are stopped, to allow the mechanics to take the places of the striking our needs out of seven passenger trains to leave the city this afternoon, four went out, and three had to remain here; noth noon, four went out, and three had to remain here; nothing better is expected for to-morrow. Up to midnight no freight has left since noon. The officers here had no intelligence of the strike till noon, the hour appointed for it to begin. They had vague rumors of a contempiated strike, which came last night, but gave no indication as to the time when it would begin, and ware not credited. Dispatches from other points report simultaneous strikes on all branches of the Pan-Handle Railroad. Superintendent Ellison, who wonstout on the 245 p. m. train cast, reports an attempt to throw it of the track at the Pandieton shops is the castern part of the city, about three miles from the depot.

throw it off the trace at the Penduson stops its deaper, part of the city, about three miles from the depot.

COLUMBUS, Dec. 26.—The strike of the engineers and firemen on the Pan Handle Railroad and the leased lines west of Pittaburgh, to-day, resulted in a general stoppage of trains, none leaving this point since noon. A reporter was assured by a delegation of engineers, to-night, that all they want is a restoration of the wages paid previous to Dec. 1. They also declars they will not interfere with any one who wishes to run their enginee. A train was run in from Dennison to-night by John Simpson, a master of Stransportation. Just as the engine pulled into the depot here Simpson was struck on the head with a stone thrown by some unknown person, but was not much injured. The engineers say they are positive this was not done by any of their men. The engineers further say this strike is made only after two respectful protests against the reduction had been sent to headquarters without accomplishing the object sought. The yard here is full of freight and passenger trains, and much inconvenience to the traveling public must result unless the matter is speedily adjusted. D. W. Caldwell, Superintendens of the lines were of this point, states that on Dec. I a reduction of 10 per cent was made on the salaries of all officers and attaches of those lines, and that the engineers and fremen are the unity persons who have not some table presents.